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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

COUNTRY East Germany

DATE DISTR. 3 December 1954

SUBJECT Radar Development at VEB Funkwerk
Koepenick

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1. The first test of the ship-borne anti-collision radar device (Kollisions-
schutzgeraet) developed by Rudolf Manthey in Department TEA of Funkwerk
Koepenick was to take place in early July 1954. This test was to be made
during a voyage especially undertaken for this purpose by an East German
coastal vessel, approx. 1,300 tons aboard

which the device was mounted. This vessel was ordered from the Rostock
shipyards by the East German government through the See-Reederei Rostock
firm. When the vessel subjected its two diesel engines to trial runs in
early July 1954, the ball bearings of the engines were damaged, because of
poor oil and due to the shortage of construction time allowed, the engines
had not been subjected to trial runs by the producing firm, VEB Buckau-Wolf
in Magdeburg. In August 1954, two engineers of Funkwerk Koepenick were
dispatched aboard the vessel in order to test the device. When the vessel
was to sail it was discovered that the rubber (Gummi-Manschetten)
of the ship's screw shaft was torn. The vessel could not sail.

The repair work was still going on as of early
October 1954. In the meantime, several tests of the radar device were made
while the ship was anchored in the harbor. It turned out that the numerous
"permanent signs" (Festzeichen) in and around the harbor hampered the tests
greatly. The short-distance range (Nahbereich) of the device is
160 meters, i.e. the device objects nearer than
this distance. Its long-distance range is supposed to be 25 sea miles.
While the ship was anchored in the harbor, rain clouds were successfully
located at a distance of about 20 sea miles. The preliminary tests further-
more proved that rain falling on or around the ship considerably hampered
radar location. Decisive
tests could not be undertaken until the vessel was able to sail.

2. Heinz of Department TEA of Funkwerk Koepenick was put in charge
of the radar tests. He was assisted by
Lingenfelder (fnu) of the same Department. Both Munte and Lingenfelder
returned from the vessel to the Funkwerk after the preliminary tests
described above were completed, and were to resume their work aboard the
vessel only after its repairs were finished. In the meantime, Scheuer
(fnu) of the Department TEA of Funkwerk Koepenick kept permanent guard over
the device aboard the vessel.

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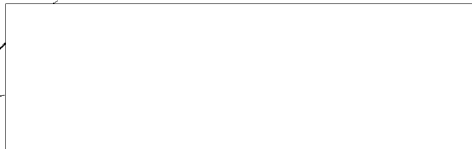


3. The East German Ministry of the Interior appointed [redacted] permanent liaison officer to Department TEA of [redacted] with the special assignment of reporting on the pro [redacted] there. He was technical head of Funkwerk [redacted] in 1952.

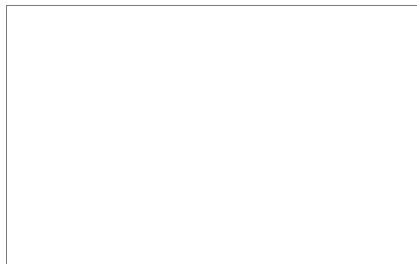
1. [redacted] Comment: VER [redacted] maschinenbau Karl Liebknecht.

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